

Montana and the Sky

Vol. 34, No. 7

MONTANA AERONAUTICS DIVISION

July 1983

Montana Aeronautics Wins Brewer Award

The Montana Aeronautics Division has been named regional winner of the Frank G. Brewer Memorial Aerospace Award in the organization category for its outstanding contributions toward aerospace education. The award was presented at the Rocky Mountain Conference of the Civil Air Patrol in Jackson Hole, Wyo., on June 18.

The annual award is presented to the organization that has contributed the most to the growth and development of aviation in the Rocky Mountain Region and/or outstanding contribution to the education of young men and women in the field of aviation. The Rocky Mountain Region encompasses the states of Montana, Colorado, Wyoming, Utah, and Idaho.

The Brewer award is presented in commemoration of Frank G. Brewer and his lifelong interest in aviation, youth, and education and was established in memory of his son who was killed in combat during World War II.

The award was presented to Mike Ferguson, administrator of the Montana Aeronautics Division by Brigadier General Howard Brookfield, national CAP commander, and Brigadier General David Patton (USAF), national executive director of the CAP.

As winner of the Brewer award in the Rocky Mountain Region, the Montana Aeronautics Division is in the competition for the national award to be presented at the CAP national board meeting in Las Vegas, Nev., on August 12 and 13.



Mike Ferguson accepts the prestigious Brewer award for the Montana Aeronautics Division from Brigadier General David L. Patton (left), executive director of the CAP, and Brigadier General Howard Brookfield (center), national commander of the CAP.

Van De Riet Scholarship Established

Ruth Van De Riet, widow of Jack Van De Riet, has established a memorial flight training scholarship for deserving young pilots. The scholarship is made possible through memorial contributions from friends of Jack Van De Riet in recognition of his years of involvement in aviation safety programs. Mrs. Van De Riet has asked the Montana Aeronautics Division to help her with the program, which will be administered in a similar manner to the ongoing Aeronautics flight training scholarship program.

The \$200 Van De Riet flight training

scholarship will be an annual award based upon scholastic achievement in an accredited aviation program in a Montana high school or college. Nominees may also come from those demonstrating outstanding achievement in Civil Air Patrol programs or through selection by Montana flying organizations.

Applications for the scholarship must be sent to the Aeronautics Division for review. Aeronautics will then submit the names of one or more finalists to Ruth Van De Riet for final selection.

Administrator's Column

It was with great pleasure and honor that I recently accepted on behalf of the Aeronautics Division the Brewer award. The presentation was made by Generals Patton and Brookfield during the Civil Air Patrol regional conference at Jackson, Wyoming. The Brewer award is in recognition of outstanding contributions toward aviation and aerospace education. I have a great deal of pride in our education programs and the fact that the Montana Aeronautics Division is recognized as a leader in this field. See article elsewhere in this publication.

* * * * *

I hope you will be able to attend the Schafer Meadows Fly-In July 22, 23, and 24. This is the annual work session fly-in co-sponsored by the Aeronautics Division, the Montana Pilots Association, the Montana Flying Farmers, and the 99s. We set aside an hour or two on Saturday afternoon to pick rocks, fill gopher holes, repair fence, paint signs and windsock standards, install new windsocks, repair picnic tables, and clean the campgrounds. This is a great outing for your family as there is fishing, swimming, horseback riding, pitching horseshoes, playing softball, sing-alongs, or just relaxing around the campfire. The MPA is also planning to hold their board meeting Saturday morning at Schafer Meadows. Join us and bring food, drink, camping gear, small shovel and hammer.

* * * * *

I, along with Fred Hasskamp and Patty Mitchell, recently met with Worthie Rauscher and Larry Hippler of the Idaho Aeronautics in McCall, Idaho, to inspect power line markings. Mr. Rauscher, administrator of the Idaho Aeronautics, flew us over several power lines crossing canyons, roads, and rivers to see and photograph the methods used in Idaho to mark these air navigation hazards. The spheres are 54", multicolored (orange, yellow, and white) and in some cases are offset on a separate cable and support poles. We had no trouble seeing these markings and strongly feel that this type of marking is a big improvement over the FAA's minimum requirements. Inasmuch as Idaho does have laws governing such markings and Montana does not, we seem to be at the mercy of the BPA on how they mark their hazardous power line crossings. We have met with the Montana Power Company, and their officials have expressed a desire to cooperate and have solicited our recommendations on marking their power line crossings which are determined to be hazardous. We are continuing our efforts in an attempt to convince the BPA that the FAA minimum marking standards are inadequate to meet safety standards we feel are necessary to visually alert pilots of the hazards.



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Third Generation Pilot Licensed

Twenty-three old Stan Monger recently received his private pilot certificate and became the third generation in his family to fly. He received his certificate through Sunbird Aviation at Gallatin Field near Bozeman.

Stan is a 1982 graduate of Montana State University and recently moved to Anchorage, Alaska, where he works for Ted Forsi and Associates, an engineering firm which does considerable airport design and construction. His work calls for flying into jobs in a company owned Cessna 206 and a Piper Super Cub. Stan is the son of Jim and Pat Monger of Belgrade.

Jim Monger is president of an aviation consulting firm in Bozeman. Jim's father Joe worked for the old Civil Aeronautics Authority (C.A.A.) in the late '30s and early '40s and was the first full-time manager of Gallatin Field from 1944 until his death in 1956. "Joe Monger Park" is located in the trees behind Sunbird Aviation where the Monger home once existed. This area is used by local skydivers and flying tourists for picnics and camping.



Stan Monger (right) carried Jim as his first passenger after receiving his private license.

AVIATION EVENTS SCHEDULED

Libby — Air Show

The Second Annual Kootenai Fly-In and Air Show will be held at Libby Airport August 6 and 7. The show will feature the Flying Knights from Idaho, hot air balloons, parachutists, and a demonstration of Forest Service helicopter operations.

Ennis — Air Show

Trophies will be awarded for first, second, and third place winners in flour bombing and spot landings at the Ennis Air Show and Fly-In at the Big Sky Airport in Ennis on August 14. Ultralights and antiques will be displayed as well as the Red Baron plane owned by Mac Childers. A trophy will be awarded for best all-around aircraft. Gary Blain will do an aerobatic exhibition.

West Yellowstone — Flight Safety Clinic

The Montana Aeronautics Division and the Northwest Mountain Region of the FAA are sponsoring an Aviation Safety Education Seminar in West Yellowstone August 19, 20, and 21 and all states in the Northwest Mountain Region have been invited to participate. The program will feature seminars on density altitude and mountain flying. Guest speakers include Dale "Spike" Nelson, Civil Aeromedical Institute; Jack Waddell, Boeing 747 test pilot (retired); Paul Soderland, Northwest Airlines chief pilot (retired); Skip Stoffel, Emergency Preparedness Institute; and Sparky Imeson, instructing in mountain flying techniques. The program will begin at 2:00 p.m. on Friday, August 19, and conclude at noon on Sunday. Free camping is available adjacent to the airport or participants may stay in area motels. Questions may be directed to the Montana Aeronautics Division in Helena.

Bozeman — Air Show

The air show at Bozeman will be held at Gallatin Field on August 25. It will feature an exhibition by the Golden Knights Army skydiving team, a performance by the Air Force Thunderbirds precision flying team, and a static display.

Bozeman — U.S.P.F.T. Competition

The U.S. Proficiency Flying Competition is a navigational accuracy contest which will be held in Bozeman August 26 and 27. It is being sponsored by the Bozeman 99s. Participants in the competition must have a minimum of 100 hours of flying time and at least a private pilot license. They must also have a current medical, an airworthy aircraft, and proof of insurance (or a rental aircraft with same). Questions may be directed to Gretchen Biggerstaff, Box 2023, Bozeman, phone 586-0475.

CALENDAR

July 22 - 24 — Schafer Meadows Fly-In.

July 30 - 31 — Third Annual Rocky Mountain Transpo Expo, Sheridan, Wyo.

Aug. 5 - 7 — MAAA Antique Fly-In, Three Forks.

Aug. 6 - 7 — Second Annual Kootenai Fly-In and Air Show, Libby.

Aug. 13 — Helena Air Show.

Aug. 14 — Ennis Air Show and Fly-In, Big Sky Airport, Ennis.

Aug. 19 - 21 — NW Region Flight Safety Clinic, West Yellowstone.

Aug. 25 — Bozeman Air Show.

Aug. 26 - 27 — U.S. Proficiency Flight Team Competition, Bozeman.

Sept. 15 - 17 — Northwest Section Meeting of the 99s, Hilton Inn, Casper, Wyo. Hosted by Montana, North Dakota, and Wyoming.

Sept. 23 - 25 — Mountain Search Pilot Clinic.

Oct. 1 — Jackpot Air Race.

Oct. 7 - 8 — Flying Farmers Convention, Ramada Inn, Billings.

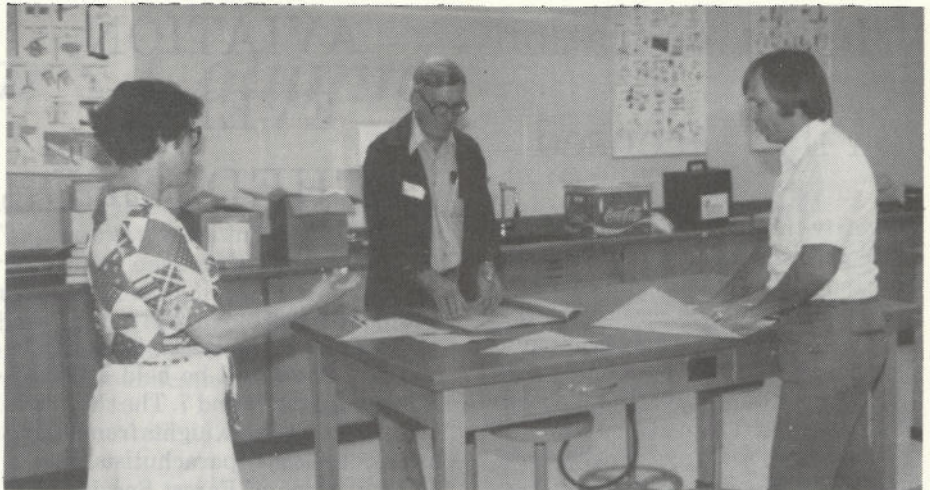
Oct. 19 - 22 — AOPA Convention and Industry Exhibit, Albuquerque, N.M.

Aerospace Workshops Conclude

Eight college level aerospace workshops for teachers, sponsored by the Montana Aeronautics Division, were conducted throughout Montana during June, reaching 141 educators who will be teaching lessons about aerospace to untold numbers of young people.

With the aerospace industry rapidly becoming the number one employer of people in the United States, it is more important than ever for young people to be aware of how aerospace affects our lives and the career opportunities that result.

Montana Aeronautics is proud of our aerospace education program. Much of the credit for our success with the aerospace workshops goes to our individual workshop directors. This year's directors included: Kristy Bick, Glendive; Russ Larson, Kalispell; JoAnn Eisenzimer, Great Falls; Robert Conklin, Butte; Pat Johnson, Helena; Ron Kologi, Havre; Stan Easton, Bozeman; and Dorothy Curtis, Billings.



Pat Johnson explains a project to two students in her workshop in Helena.



Helen Frizzell (right), president of the American Society for Aerospace Education, works with a student in an aerospace workshop.



Participants in Stan Easton's workshop in Bozeman had their orientation ride in a hot air balloon instead of an airplane. In photos above, the students help ready the balloon for inflation and then watch as it begins to take shape.



NASA representative Bill Horvath describes for a workshop current NASA programs and resources available to teachers from NASA for use in their classroom projects.

Airport Tours Are Popular

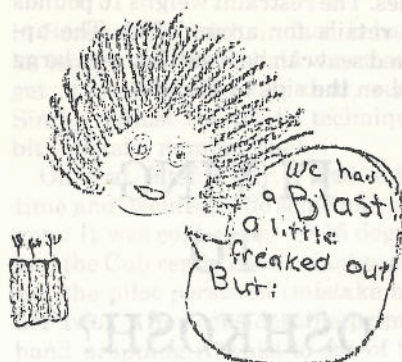
Personnel of the Montana Aeronautics Division have been busy this year conducting tours of the airport. While most of the field trips take place in the spring, they are conducted all during the year. Over 580 students from schools and youth groups in Helena and the surrounding area have come to the airport on field trips used to supplement study units in school or as part of scout and 4-H projects. School sizes have ranged from a nine-member country school in Gold Creek to those larger schools in Helena. Student ages range from pre-school through high school.

Tours are individually tailored for each group to meet their particular needs. For most students, the airport tour is the "finale" to their study of aviation and aerospace. Tour groups are taken through the various airport facilities including the weather bureau, control tower, crash fire rescue station, National Guard, and the Helena airport terminal. Weather permitting, those students with parental permission are also often given short orientation airplane rides over Helena. High school groups are also given tours of the Helena Vo-Tech facilities where aircraft mechanics classes are taught. The tremendous support and cooperation of the employees of the FAA, the National Weather Service, the National Guard, Helena Vo-Tech center, and the airport fire station contribute a great deal to helping make these airport tours meaningful for the students and bringing out the importance of aviation to the economy. They also aid in career awareness, particularly for the older students.

Thank you letters received from the students following their trips prove to be most interesting and entertaining and provide a "child's-eye view" of what those who work around airports and airplanes tend to take for granted.

Groups interested in airport tours should contact Fred Hasskamp or Patty Mitchell at the Montana Aeronautics Division for arrangements.

Thankyou!



BY Laura J Terou

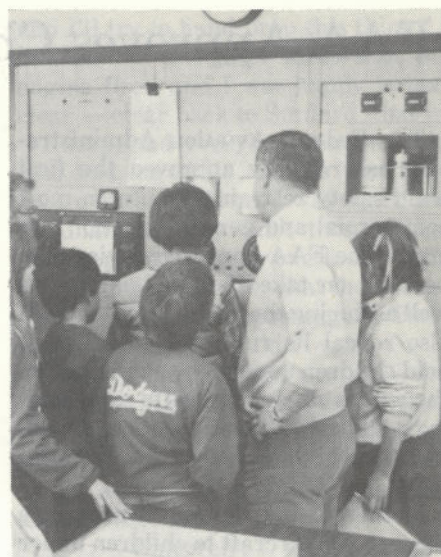


A group of elementary students is briefed by Will Mavis (left) prior to a visit to the tower.

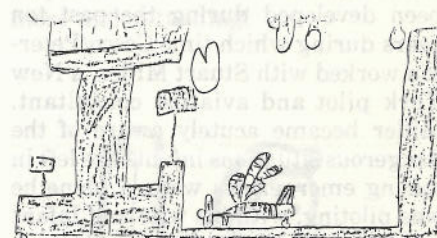
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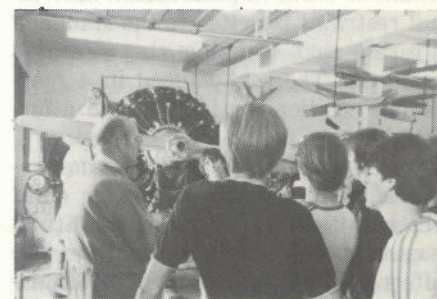
Dear Mr. Hasskamp:
After all the films, worksheets,
and talks I learned a lot more than
I already knew. I thank you for all
the hard work and for the weather bureau,
control tower, National Guard and the
questions you answered for me.
Sincerely,
Jimmy



The mysteries of the weather service are explained to a group of fifth graders by Darrell Pruett (back to camera).



Dear Mr. Hasskamp
thank you for
letting us come
im sorry i didnt
ride on the plain
im scared of hits
love Robbie



Hal Keilman (left) gives a group of high school students a tour of his Vo-Tech engine shop.

FAA Approves Child Restraint Seat

The Federal Aviation Administration has recently approved the first child safety restraint for use on most commercial and general aviation aircraft. The FAA-approved device may be used on takeoffs and landings as well as during the flight. The FAA will also repeal its rule that adults must hold children under two years of age on their laps during takeoffs and landings, allowing them the option of holding the child or using the restraint seat.

Numerous injuries and deaths have occurred on aircraft to children under four years of age. The number of deaths on general aviation aircraft or of injuries which have occurred and have not been recorded is unknown.

Cosco/Peterson will market the FAA-approved seat. The device has been developed during the past ten years during which time Cosco/Peterson worked with Stuart Miller, a New York pilot and aviation consultant. Miller became acutely aware of the dangerous situations infants are left in during emergencies when a plane he was piloting, with his wife and infant son as passengers, suffered a blowout. The Cosco/Peterson device is the only device currently available which will provide protection equivalent to that now given a seat-belted adult passenger on an aircraft.

Constructed of a specially designed padded shell to protect the child during rebound, the unit employs a tubular steel frame to withstand crash forces. A five-point web-type harness with a quick-release buckle holds the infant or child in place. Each individual restraint is belted to the standard aircraft seat utilizing the aircraft's seat belt. The seat is used in a rear-facing position for infants and a forward-facing position for toddlers.

Nearly one-half of the states now require the use of infant and/or child restraints in automobiles. Montana passed such a law, which will go into effect in October, during the 1983 legislative session. The Cosco/Peterson device also meets federal standards for use in motor vehicles as well as aircraft. The seat is designed for use by

children from birth to 40 pounds or 40 inches. The restraint weighs 16 pounds and retails for around \$70. The approved seat can be identified by a large label on the side of the seat.

FLYING TO OSHKOSH?

The Fly-In at Oshkosh, Wisc., has been set for July 30 - August 6, and the Wisconsin Bureau of Aeronautics has asked the Montana Aeronautics Division and other such agencies to assist them in an attempt to reduce accidents among pilots flying to the annual event.

Each year a number of pilots flying to Oshkosh are involved in accidents, and many of these accidents prove to be fuel or weather related. Anxiety of getting to the Fly-In or get-home-itis when it's over might cause pilots to overlook the changeable weather which can and does occur around the Great Lakes or to ignore conservative fuel management.

Some specific suggestions are these:

1. Don't stretch your fuel range; make that extra stop.
2. Call ahead to be sure fuel is available.
3. Be sure to see if appropriate octane rating fuel is available.
4. Be wary of the weather! Conditions can change quickly, and lake effect fog can develop in minutes.
5. Make use of Flight Service Station services.
6. File a flight plan.
7. Don't overextend yourself physically. Fatigue causes numerous accidents every year.
8. Be alert for other traffic. Many others will be heading to the Fly-In also.

These are all points which any pilot should be aware of at all times, but it never hurts to be reminded.

Adopt an Attitude of Safety



**By: Patty Mitchell, Supervisor
Aviation Safety & Compliance**

You have noticed the section in our newsletter that lists all persons who have received new certificates from the FAA. This listing includes new certificates and the FAA Wings program.

We also would like to include the names of those who have passed the biennial flight review if there was a listing available. These flight checks and biennials are so important in order to remain proficient in flying skills and to keep up with the changing FAA regulations, airspace, and equipment requirements.

The safety seminar at Yellowstone Airport sponsored by the Montana Aeronautics Division and the FAA is a wonderful opportunity to become saturated with an attitude of safety. An attitude of safety is a willingness to learn and improve your own skill level and ability to fly the airplane more proficiently and under stress when needed.

This safety program and others presented by the Aeronautics Division or the FAA throughout the state are attended by those pilots who exhibit an attitude of safety. Our congratulations to those who go on to get their wings.

Whether corporate pilot, instructor or airline pilot, private pilot or student pilot, we all need to strive for excellence in our flying abilities.

See you at Yellowstone!

A Letter to the Editor...

(*Montana and the Sky* received the following letter from Henry Bahn, the "pilot with a problem" in our story A Touch of Class, printed in the April issue.)

After reading Bob Craig's account of The Great Super Cub Incident (A Touch of Class) in the April *Montana and the Sky*, I suspected some notoriety — good, bad or otherwise — would come my way. It certainly has. Friends and acquaintances, whom I never suspected had any interest in aviation, bring it to my attention constantly. Even worse, aviation people previously strangers to me say things like "So, you're the guy!" when I sign the credit card receipt for fuel or file a flight plan.

Since I'm apparently destined to become a "legend in my own time," I thought I'd give you my perspective as the unfortunate perpetrator — or is it victim? — of the incident.

As a marketing economist for MSU's Cooperative Extension Service, I work all over the state. I fly Archers and Arrows for business, complete with autopilots, transponders and all the necessary black boxes which make business travel fast and efficient.

The Super Cub, though, is a different story. Flying it out of a busy field like Bozeman is always an interesting experience. The lack of a radio keeps a pilot from becoming complacent in the traffic pattern — it's no place for head-in-the-cockpit flying. And, of course, the conventional landing gear requires a little more attention to ground handling, takeoffs and landings than the benign Cherokees. Mostly, though, the Cub is a lot of fun to fly. I soloed one out of an Idaho wheat field a long time back in my flying career (although only 300 hours via the Hobbs meter).

Now this particular Cub is really something else. At the time of "the incident" Sunbird Aviation had only recently acquired it. Bob Craig never admitted where its previous home base was, but I suspect Death Valley. I also suspect it never flew above pattern altitude since it ran a little rich up here

in Bozeman. So rich, in fact, it had to be leaned out about half way to even get it started! No big deal, really. Simply adjust the pilot's technique a bit (mistake number one).

On that fateful day, I had a little time and decided to do some touch and goes. It was cold, about 10-15 degrees, and the Cub really didn't want to start, but the pilot persisted (mistake number two). After considerable priming, hand propping (thanks to one of Sunbird's linemen) and finally a jump start, the Cub came to life.

After a slow, careful taxi to the west end of the field, I found the Cub at the edge of the taxiway ready to do the run. Remember that the engine is already leaned out and it's cold out there! Advancing the throttle (undoubtedly manhandled by yours truly) produced two sputters and a very quiet engine (mistake number three).

Now the fun began! Hitting the starter button gave about one-eighth of a blade and no more. About that time, the whine of the 727 reminded me that the airport was not mine alone. Hopping out of the Cub, I looked up — not back — at the 727's cockpit and tried to make them aware that: a) I have no radio; b) the battery is dead; c) I can't pull the airplane through two feet of snow to exit the taxiway with no one in the cockpit or no way to tie the tail down. Well, it didn't seem to work. Northwest just sat there, whining, staring down at me and generally ruining an already down-hill day.

What could I do? Back into the Cub, mixture rich, throttle cracked and maybe the goddess of aviation will smile on me when I hit the starter. One-sixteenth of a blade this time and it's obvious that the aviation goddess is sitting back watching this little show along with everyone else at Bozeman!

About that time, the well dressed man in the blue coat and scrambled eggs on his hat appears under my left wing. "I'm really sorry, but I've got no radio, a dead battery, and no place else to go," I said by way of introductions. "OK," says he, "you stand on the brakes

and I'll try to hand prop this thing." I did, he did, and after three tries the engine fired and I was happy to taxi clear — clear back to Sunbird, that is.

I suspected everybody on the field who had access to a radio was fully aware of the incident. I was right, unfortunately. (Why can't these things ever happen when no one is around?) I'd really like to know what the Northwest crew told their passengers. Then again, perhaps I wouldn't...

Looking back, it was probably the most exciting time I had in a Super Cub since the high speed excursion through the Idaho wheat field. But that's another story and, perhaps, another legend.

Sincerely, J. Henry Bahn
P.S. I still fly the Cub although I've yet to convince Sunbird to give me a discount in exchange for all the notoriety. P.P.S. I also fly on Northwest pretty frequently. I used to complain when they were late, but now I'm a little more understanding!



ATC to aircraft: "You have traffic at 10 o'clock, six miles."

Aircraft to ATC: "Give us another hint—we've got digital watches."

A pilot, after getting bogged down on a muddy airport, paid a farmer \$20.00 to pull his aircraft to solid ground. As the money exchanged hands the pilot said to the farmer, "at that price I'd think you'd be pulling planes out of the mud day and night." "Nope," said the farmer, "at night I haul the water for the holes."

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Barbara Shammel Charlo
Michael Menke Kalispell
Allen Potts Kalispell
Wayne Just Kalispell
Paul Damschen Anaconda
Lyle Hill Geyser
David Hickman Missoula
Alan Wahlin East Missoula
Mark Larson Missoula
Marlin Jensen Missoula
Dale Horne Elliston

Neil Wagner Great Falls
Robert Eustance Fairfield
Marvin Wilson Chester
Brian Dewart Billings
William Schuyler Billings
Daniel Moore Billings
Raymond Staebler Billings
John Elvestrom Billings
Steven Heitstuman Laurel
Thomas Beyl Laurel
James Wiederholt, Jr. Billings
John Strom Miles City
(Free Balloon)

COMMERCIAL

Dominique Bugnon Great Falls
Richard Hall Circle

MULTI-ENGINE

James Bouma Choteau

INSTRUCTOR

William Ray Missoula
Stephen Long Helena
Thomas Melton Dillon
Richard Johnson Butte
Michael Schwartz Butte
Richard Hall Circle

WINGS Phase I

Patty Mitchell Bozeman

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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